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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 22ND, 1910.

JAPAN'S Colonial Policy is a subject which invites attention when we see the name of Baron Goro, formerly the Director of the Civil Administration of Formosa and now a member of the Japanese Cabinet, set down in print as the author of an article on the subject. We naturally expect to be considerably enlightened, for few men should be better qualified to write on the subject. Baron Goro has been described as the "Dr. Jekyll" of Japan, minus warlike aspirations. But we are obliged to confess that the article leaves us still thirsting for the information we had hoped to find, for it abounds in vague generalities and reminds us of the epigram that "words are leaves, and where they most abound, much fruit of sense beneath is rarely found." The pith of Baron Goro's article is that Japan must plan her Colonial policy on a larger scale, and must abandon the short-sighted policy which has been adopted in regard to Formosa. As in former times, in England, the people of Japan, when Formosa was annexed, viewed the acquisition as more or less of a white elephant, a burden upon the taxpayers of the mother country which she could ill afford to bear. Doubtless, were entertained regarding the ability of the statesmen of Japan to govern distant colonies, and, in the words of the Baron, "instead of looking at the colonisation problem from a broad point of view, instead of throwing into the Colonial undertaking the adequate attention and capital absolutely necessary to bring about sufficiently great results from such an undertaking, the Government was compelled to devote its

entire attention to the plan of working out a financial and economic independence of the Colony as quickly and with as little expenditure as possible." Formosa has accordingly become financially independent of the mother country. There are people, the Baron says sarcastically, who look upon it as a great success and triumph, but he himself describes it as a foolish and short-sighted policy which he does not hesitate to call a serious blunder, and even a crime, since it creates a fatal precedent that will govern the future policy of the country in regard to all the other colonies and sections of territory open to Japanese colonial enterprise. The view of the Baron seems to be that the longer a colony is in leading strings the stronger is its attachment to the mother country likely to become, while a quickly liberating about that colony's financial independence is to invite misunderstandings and difficulties—"a simple and childlike race is driven prematurely to acquire the doctrine of personal rights which they do not and cannot understand." The result is, according to Baron Goro, that they develop, on the one hand, a resistance to the Imperial authority, and, on the other, become extremely quarrelsome and litigious among themselves, making the government of the colony extremely difficult. Baron Goro further advocates that the country's colonial policy should be "attuned to the tendencies of world-movements in the Far East," and that the nation ought to summon up its courage to lay the foundations, for at least the foundation stone, of a great future. And there the matter is left by the Baron. The full meaning of these high-sounding phrases is not explained. His Excellency does not indicate where these foundations are to be laid, but we may safely assume that Korea and Manchuria were well within the ken of the writer, who is President of the South Manchurian Railway, though in one part of the article he tells his readers that neither the people of Korea nor those of Manchuria are partial to one country; they welcome those who treat them kindly. It can at least be said that Japan has no monopoly in that respect. However, it is in the north-east of Asia that Japan must mainly count upon finding the room for her surplus population. She has long seen that some outlet is necessary to her evolution, and the prejudices against Asiatics in America and Australasia practically confine Japan's activities in this respect to Asia. Dr. Dyer, the Emeritus Professor of the University of Tokyo, in a recently published book, opines that there is a splendid opening in South America for permanent Japanese settlers who agree to become citizens of those republics in which they settle, and curiously enough the author of another book which has just issued from the Press corroborates that opinion without advancing such immigration. "Peru, Ecuador, and other countries of the littoral," he says, "view with tolerance and even encourage Japanese immigration. Shiploads of Japanese are arriving at Callao. British and other sugar-producing firms are employing numbers of them, and state that they prefer them to the Indian coolies. Also, it must not be forgotten that there is a certain affinity between Asiatics and Peruvians and Mexican Indians, a heritage, perhaps, of the supposed Asiatic origin of the Aztecs and Incas. . . . but the students of race conditions would deplore to see the lands of Spanish America stuffed with Asiatics, for these lands are really the heritage of the European peoples, and only await the flow of population that will make them so." Whether Baron Goro's ideas of a great colonial policy for Japan extends to colonisation in South America and other distant parts of the world there is nothing in his article to indicate. Territorial absorption after the British method of a century ago is no longer the easy business it was, and the area of Japan's colonial territory therefore stands little prospect of being increased unless it be by the gradual "assimilation" of Korea and Manchuria. But we miss in the article any reference to colonial aspirations by Japan, though Baron Goro is clearly persuaded that such aspirations are necessary to maintain and develop Japan's influence as a world-power.

Two men for attempting to pick pockets at the Race Course were yesterday fined \$25.

A fatality was reported from Quarry Bay dockyard on Sunday. A log of wood was being raised by a steam crane when the rope holding it snapped and the wood fell on a coolie who was working underneath. He was killed instantly.

The four men arrested in connection with the violent robbery at Gough Street last week were brought before the Magistrate yesterday and remanded. In their possession were gold chains and pokers for blinding their victims were found.

How TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents, Hongkong.

A masked ball given by a number of naval officers took place in the City Hall last night.

Deep Bay was on Sunday night the scene of a daring robbery. A junk and crew were held up by robbers, who cleared most of the contents of value from the junk and disappeared.

We are asked to state that everyone will be said at St. John's Cathedral today and tomorrow, Tuesday and Wednesday, at 5.30 p.m., when addresses will be given by the Rev. Cyril Bickerton, M.A.

A batch of Chinese, numbering thirty-two were arrested by the police at 4, George's Lane for gambling. The feature of the capture was that private coolies in the service of Sir Henry May, the Postmaster General, Dr. Jordan, and Mr. Turner were caught.

Admiral Winaloe has selected as his flag commander one of the boats just promoted to that rank—Commander A. T. Darley. This officer was attached to his staff in the *Sappho* for torpedo duties during 1905-6. His flag-boat will be the same as then—Lieut. P. L. H. Noble, M.V.O.

We regret to learn from the weekly return of communicable diseases that four British and two Chinese cases of small-pox were notified in the Colony last week. The British cases are described as "modified cases." The Chinese cases—one of which was an imported case—proved to be fatal.

So great is the anxiety among Chinese lest their children should be kidnapped that there have been a number of reports made to the police concerning the absence of children, and in most cases the young folks were reported found next day. One man reported his wife lost, but she also made her appearance soon after the information was lodged.

A suspicious character, who was found by the police at the Race Course in possession of two sharp blades which it was suspected were used for cutting pockets so as to obtain their contents, was brought before Mr. Wood at the Magistrate's yesterday charged with being in possession of an instrument which was intended for an unlawful purpose. He was fined \$50.

Mr. W. H. Wallace has been re-elected Chairman of the Kowloon (Amoy) Municipal Council, and Mr. W. Kruse Vice-Chairman. The following Standing Committees of the Council have been appointed:—Watch, Mr. Lee and Mr. Monacini; Finance, Mr. Tridurabara and Mr. Wallace; Works, Mr. Ferguson and Mr. Kruse.

M. Feraudy, the well-known French aviator, and a fellow-flier were at Singapore, when the last mail left. They are going to Saigon with machines and gear, on an engagement with the local Aero Club. A Saigon paper says that the Aero Club guarantees each aviator 20,000 francs, and that the performances will take place three days after the arrival of M. Feraudy.

The return of visitors to the City Hall Library and Museum for the week ending the 20th February, 1910 (exclusive of the 3 race days closed at 1 p.m.), shows that of non-Chinese there were 342 to the Library and 443 to the Museum, and of Chinese 129 to the former and 12,172 to the latter. The Library was, therefore, used by 471 persons and the Museum by 12,615.

His Excellency gave a dinner party at Government House last night, in farewell to Vice-Admiral Sir Hedworth Lambton, at which the following were present:—Captain Clinton Baker, Commander Norris, Mr. Mullaneux, Fleet Surgeon Beadnell, Mr. Mottson, General Broadwood, Captain Heathcote, Mr. Neville Handerson, Commodore, Mrs. and Miss Lyon, Miss Inglis, Captain and Mrs. Ryan, Commander and Mrs. Stevenson, Sir Paul Chabot, Mr. and Mrs. Gresson, Mr. and Mrs. M. Blader, Mr. and Mrs. J. K. M. Smith, Mr. and Mrs. G. Hastings, Mr. and Mrs. Montagu Ede, Mr. G. Liebert, Mr. and Mrs. Oakley, Mrs. Fox, and Captain and Mrs. Dundas of Dundas.

Oil wells are to be developed in the Talayas district of the Philippines. Referring to the departure of the experts to begin work, a Manila contemporary describes it as "the most momentous expedition that has ever left Manila." The directors of the company is very strong, being composed of the following well-known men:—M. F. Lowenstein, of Castle Bros. Wolf & Sons; president, B. Bruce, of Bruce & Lawrence, secretary; E. R. C. Hosty, of Castle Bros. Wolf & Sons, treasurer; Mauro Prieto, of Germal Cigar Factory; E. R. White, of Smith Bell & Co., Ltd.; and H. Bickett, of Bickett and Holden. The value of the machinery, pipe, foodstuffs and other supplies loaded on the *Malipid* is in excess of \$75,000. Mr. B. C. Hosty, treasurer of the company, advises that there is no more work for sale. Mr. O. A. Leary is in entire charge of field operations.

## THE CLASSIC DANCE IN HONGKONG.

The Theatre-Royal has been engaged for Saturday night for an entertainment in which the classic dance will be the principal feature, the artists being Mlle. Algonde de Beauville, who has recently given these dances at Singapore and in Java. They are bare-foot dances such as Miss Maud Allen has been giving in London, and include the Salome and the statue postures of Greek and Roman sculpture. Mlle. de Beauville has given these performances at the Hansa Theatre in Hamburg and the Winter Gardens, Berlin, which is a guarantee of her high accomplishments.

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## TELEGRAMS.

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(REVISED SERVICE TO THE "HONGKONG DAILY PRESS.")

## ATTEMPTED ASSASSINATION AT CAIRO.

LONDON, February 21st.

A Cairo telegram states that a Mussulman Nationalist has shot Boutros Pasha Ghaly, G.C.V.O., K.C.M.G., President of Council and Minister of Foreign Affairs. The outrage occurred outside the Foreign Department.

Five shots were fired, and three wounds are serious, but it is hoped they are not dangerous.

The assassin was arrested.

## REMARKABLE SCENES IN THE REICHSTAG.

LONDON, February 21st.

There has been a remarkable debate in the Reichstag, arising out of a Socialist interpellation regarding Herr Bethmann's speech in the Diet when introducing the Franchise Bill.

The Socialists made violent attacks on the Chancellor, one threatening a revolution unless Prussia is given equal suffrage.

## PARLIAMENTARY APPOINTMENTS.

LONDON, February 21st.

The Hon. E. S. Montagu has been appointed Under Secretary of State for India.

Capt. C. W. Norton has been appointed Assistant Postmaster-General. Mr. Wedgewood Benn and Mr. E. J. Soares have been chosen as Junior Lords of the Treasury.

## HURRICANE IN ENGLAND.

LONDON, February 21st.

Yesterday was the fourth day of the gale which has been experienced in Great Britain.

The hurricane still continues, and the damage done in London is the greatest that has been caused for many years. Houses are unroofed, and shop-fronts blown in; havoc has been played in the parks and the roof of the National Gallery has been damaged to such an extent that the Turner Room has had to be closed.

[FROM THE MANILA "CABLENEWS"]

## SALE OF PHILIPPINE SUGAR ESTATES.

WASHINGTON, February 14.

The sale by the Philippine Government of the friars' estate on Mindoro Island to the Polo syndicate has been attacked in the House of Representatives and may be investigated.

Representative Martin, of Colorado, offered a resolution calling for a congressional investigation of the deal. He said that \$5,000 acres of friar lands had been sold to the Havermayr and sugar trust interests and he denounced the Department of Justice for sanctioning the legality of the sale.

The resolution was referred to committee.

## PRESIDENT TAFT AND TRUST LEGISLATION.

WASHINGTON, February 14.

President Taft is replying to those friendly financial advisers who caution him against inviting a panic by legislation hostile to the trusts, that business must obey the law.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 21st at 11.55 a.m.—The barometer has risen moderately in S. Japan, and fallen slightly over E. Hokkaido.

The low-pressure area over the Pacific to the N.W. of Japan.

The anti-cyclonic area remains over China to the North of the Yangtze valley, and pressure has increased slightly along the coast, except in the South.

Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

N.E. winds strong; dull, some rain. Same as No. 1. South coast of China between Hongkong and Hainan. Same as No. 1.

## LICENSING BOARD.

The newly-constituted Licensing Board held its first meeting at the Legislative Council Chamber yesterday afternoon. The meeting was called for 4.30 p.m., but a difficulty was experienced in obtaining the necessary quorum of five, and it was five minutes after the advertised time before the business started. Sir Henry May presided, and the others present were: Hon. Mr. A. M. Thompson, Messrs. T. F. Hough, D. W. Craddock, A. Shelton Hooper and G. A. Woodcock (secretary).

The first application considered was from J. Kamil, residing at 37, Queen's Road Central, for a hotelkeeper's adjacent licence to sell by retail intoxicating liquors on the premises under the sign of "The Bristol Restaurant."

The Secretary intimated that there were no police objections. He then read a petition from a number of residents in the vicinity praying the Board to refuse the application on the ground that there were no less than ten full, two adjacent, and numerous other restaurants already carrying on business in Queen's Road, and the granting of further licences would be detrimental to the value of property and to the proper regulation of peace and good order. It was generally understood that more licences should be granted, and if this application was favourably considered the petitioners feared that many other restaurants would desire to obtain licences in respect of their premises.

Mr. E. A. Harding, who appeared for the applicant, put in a letter signed by numerous residents in the vicinity in favour of the application.

The applicant was called before the Board and stated that he was applying for a hotelkeeper's adjacent licence. He had six rooms for boarders, and there were two beds in each room.

Mr. Harding stated that the applicant was the nephew of Mrs. Meyer, who held a publican's licence in respect of the Colonial Hotel. The applicant had had some experience, as he had for some time assisted his uncle. The house in respect of which he applied had already had a licence. It was previously occupied by Mr. Bertelone and when he moved from this house to Chater Road he applied for a transfer of the licence to the new premises he took and those premises were now closed. Therefore, if there was any necessity for a licence before the same necessity still existed. He also wished to point out that one of the nearest fully licensed houses to this was the Travellers' Hotel, and Mrs. Oliver did not oppose the application. Again, the Colonial Hotel, which was on the side of the Market, not far from this house, also supported the application, and as the Justices would see from the list which he had put in people close to the house had signed it. The application was supported by Ruttonjee, the Oriental Brewery, and others.

The Chairman—I notice that one of the signatures is also a signatory to the petition opposing it. That is not unusual in Hongkong. Mr. Harding—This is not granting a new licence, but renewing an old one. Therefore, I ask that the present application be granted. There is accommodation for twelve boarders. Mr. Hooper—This is a different sort of licence to the one held by Bertelone, whose licence was held under different conditions. Mr. Harding—But I think Bertelone did not keep boarders. This man takes boarders. Mr. Hooper—You cannot say this was in succession to the old licence. Mr. Harding—Not exactly. Bertelone did not take boarders. This man does. Here is the proposed menu. (Copy handed in.) The late manager of the Vienna Company will be associated with the business, joining it in March.

Mr. Shelton appeared to oppose the application. In the first instance he submitted that a restaurant licence would be sufficient to meet the requirements of the house, and pointed out that in granting a restaurant adjacent licence their Worship had power to impose conditions as to the manner in which the drinks should be served with meals. Under the old adjacent licence the intention and object of the Ordinance was evaded by simply placing sandwiches on the table, and he submitted that this application could be evaded in a similar manner. Meals in a restaurant were continuing during the whole course of the day, and therefore a sandwich served with a drink would be sufficiently within the licence, whereas with restaurant adjacent licences the Justices were entitled to impose any conditions they liked as to when drinks were to be served. One of the points taken by Mr. Harding was that the house had already had a licence but that licence had been transferred to another part of the town. Since the date when that licence was granted two others had been granted: an adjacent licence for the Kator House and an adjacent licence for the Vienna Cafe.

Mr. Harding—I would like to say that at the time the adjacent licence was granted to Bertelone there was also one in existence for Weissmann's.

Mr. Shelton said he was instructed by Mrs. Oliver that she was very instrumental in getting the opposing petition signed, so he thought they could take it that her support was not such as the applicant would desire. In respect of those particular premises an application was made for an adjacent licence on the 23rd September last. That application was considered at the Magistrate and refused. The next point he wished to raise was whether this licence was required in the neighbourhood. That was really the material and chief point for the Justices to consider. By granting this licence they were granting a monopoly, and that monopoly should be for the public benefit. The speaker enumerated the houses holding licences in Queen's Road, and asked if it seemed fair that the number of other restaurants in Queen's Road should not have these licences. He also wished to remind their

Worship that Queen's Road Central was in a part of the town which was a keen business centre, and he submitted that it was not for the benefit of business that there should be all those drinking houses there. He asked the Justices to refuse the application.

Mr. Harding pointed out that there was a great distinction between this house and those enumerated by Mr. Shelton. Many of the latter were houses which sold only liquor. They did not pretend to sell food.

The Court was then cleared, and the Justices considered the application in camera. On the Court being re-opened Mr. Kamil was informed that his application was refused.

The next application was from P. O. Penster for a hotelkeeper's adjacent licence to sell by retail intoxicating liquors at the Peak Hotel.

Mr. H. J. Gedge, of Messrs. Johnston, Stokes & Master, appeared for the applicant. He stated that the character of the hotel was very well known. It was full of guests, conducting at the present moment of naval and military men, their wives and families.

The Chairman—Are there any special circumstances?

Mr. Gedge—No. I will just ask for the licence.

Mr. Craddock—What form of licence?

Mr. Gedge—An adjacent licence.

Mr. Hooper—There is a billiard room.

Mr. Gedge—Yes.

Mr. Hooper—What happens if there are guests not residents of the hotel? Cannot they have any drink?

The Chairman—No.

Mr. Hooper—Except at the expense of the host.

Mr. Gedge—Guests in the hotel can have drinks in the billiard room if they order and pay for them.

The Secretary pointed out that according to the Ordinance drinks could only be had in the dining room and in connection with regular meals.

Mr. Gedge stated that if a guest of the hotel was playing billiards with a stranger and the guest ordered whiskey and soda for both it was perfectly in order. It was the guest of the hotel who ordered drinks. As long as it was sold to the host it did not matter what he did with it.

Mr. Thomson. It is sold to persons resident in the hotel. They may have it in their bedrooms.

Mr. Gedge—Do you wish to see my client?

The Chairman—No.

The application was granted.

## LOCAL SPORT.

## SHIELD FOOTBALL.

NAVAL YARD V. "KING ALFRED."

This semi-final tie was played on the Club Ground yesterday afternoon in the presence of a fair number of spectators. The afternoon was by no means an ideal one for football, the rain having made the ground treacherously slippery, and before the game was long in progress the heavy ball troubled the players. The teams lined out as follows:—

N.Y.—Byall; J. C. Joughin and Harding; Anderson, Brown and Macoy; Wills and Watkins; Reed; Sullivan and Dalziel.

K.A.—Tugwell; Haw and Carlyle; Richardson, Beran and McBean; Steele and Lee; Fleming; Gardiner and Hobbs.

The game opened briskly, both ends being visited in turn, but the respective defences were not to be caught napping and midfield play was the rule. The Yarders were first to adapt themselves to the vagaries of the slippery ball, and Tugwell was kept busy saving shots from Sullivan and Reed. The Yarders soon had perseverance rewarded from a shot by Reed hitting the bar and rebounding to Dalziel. The latter tasted Tugwell, but he was unable to clear from Sullivan who put the ball into the net. The place kick was made good to the flagpost team and the Yardmen took full advantage of their opportunities and were soon playing with their opponents' defence. A free kick for a foul throw against Macoy was well placed by Carlyle, and Byall was forced to save at the expense of a corner. The kick from corner was placed far into the field, Brown helped it on with a long kick, and Carlyle headed the ball further towards his own goal. Reed rushed up and scored the leather and easily beat Tugwell for the second time. King Alfred were now completely demoralised, and the Yarders did as they liked with them, adding another goal from a penalty before the interval. Half-time scores were: Naval Yard, 3; King Alfred, 0.

The re-commencement again saw Yarders all over their opponents, and despite the sterling defensive tactics of Carlyle and Haw, Reed added a fourth. King Alfred scored their only goal of the match, a penalty, a penalty for a foul against Harding, Fleming converting. Time was called with the scores: Naval Yard, 4; King Alfred, 1.

ARMY AND NAVY SHIELD.

To-day—King Alfred v. R.E.

Club Ground, 3 p.m.

Referee, Gunner Marsh.

TEAMS.

R.E.—Barber; Durrant and Morgan; Oddy; Barker and Jackson; Omond and Taylor; Brown; Blackwell and Le Gros.

King Alfred are expected to field the same team as represented them yesterday.

LORD C. BEREFORD'S DEMAND.

Lord Charles Bereford, in a letter to Colonel Hickman, Unionist candidate for South Wiltshire, says:—

In 1912, according to the First Lord of the Admiralty, Great Britain would have only 20 Dreadnoughts to Germany's 17. This small margin in no insurance at all. It might happen that the whole of Germany's 17 ships were ready for immediate action, while five out of our 20 would be in Dockyard hands for repairs. Germany can build and turn out a destroyer in considerably under a year, whereas the British up to now have been taking nearly two years. Whoever party comes into power, we shall have to find out on whose shoulders the responsibility rests for endangering the empire.

We shall not be able to make up the deficit we owe to shipbuilding without the assistance of fifty millions sterling, which must be obtained by a loan, and the work should be commenced at once.



## SHIPPING NOTES.

It is reported that the N. Y. K. steamers *Biojun Maru*, *Kagoshima Maru*, *Fuefuki Maru* and *Higo Maru* have been sold to Mr. J. Harada, of Osaka.

The British-India steamer *Lodiana*, which is considerably overdue on the voyage between Mauritius and Ceylon and has not been sighted by the *Hola* sent out to search for her, formerly kept up a regular service between Singapore and Indian ports. She was built at Dumbarton in 1884.

The s.s. *Hanyang*, one of the China Navigation Company's fleet, while bound from Japan to Hongkong with coal, struck a rock in Hailong Bay, near Hailong, on Friday, and had to be beached. So far as is known she is not seriously damaged. A steamer carrying salvage gear was dispatched on Sunday to her assistance. The *Hanyang* is commanded by Capt. Trowbridge.

Mr. D. W. Craddock, General Traffic Agent of the C. P. R., writes:—We have just been advised by Yokohama Agency that they are in receipt of a wireless message from the R.M.S. *Empress of Japan* to the effect that the Commander hopes to reach Yokohama at 6 a.m. on Thursday next, the 24th instant. This message was despatched at 8 p.m. on Sunday, the 20th instant, at which time the vessel was 1,100 miles distant from Japan. The *Empress of Japan* left Vancouver on the morning of the 10th instant.

The Ship Subsidy Bill now before the United States Congress is likely to pass into law during the present Session. Section 4 of the Bill doubles the present tonnage tax on foreign vessels, the owners of which will thus contribute to the bounty about to be given to United States vessels. The increased tax, a correspondent of the *Times* points out, will mean a payment of about \$2600 per annum on a steamer of about 5,000 tons net register.

A contemporary points out that there are something like 75 cargo companies, trading out of Great Britain, owning 538 steamers, that is, large companies, and they represent a capital of \$9,517,000. Without going into more figures than is necessary, it may be said that these 538 steamers made a total profit on their voyages of \$247,997, out of which they would have to pay £176,955 for interest on loans, etc., besides expenses for management, offices, etc., and that what dividends have been paid have been taken out of the capital, or past earnings as in the four preceding years. No less than 44 of these companies have been unable to pay their shareholders anything for last year, and 46 of them have put nothing aside for depreciation. The dividend averages 1.39. This must mean a reduction in capital if things don't improve.

Out of 22 liner companies the average dividend paid last year only amounted to 4 per cent, and it is worth while looking at them to see who pays—

African Steamship Co.	5	5
Anchor Line (India)	3	10
Australasian United	7	7
Booth S. S. Co.	3	3
British India Co.	6	44
China Mutual S. S. Co.	5	32
Cian Line	5	5
Cunard Steamship Co.	5	5
Ellerman Lines	4	25
Harland Line	5	5
Indo-China S. N. Co.	5	5
Leyland & Co.	5	5
National Steamship Co.	5	5
New Zealand S. S. Co.	5	5
Oceanic S. N. Co.	10	5
Orient S. N. Co.	5	5
Pacific S. N. Co.	4	4
P. & O. S. N. Co.	9	9
Royal Mail S. P. Co.	5	30
Shanghai S. S. Co.	5	5
Shaw, Savill & Co.	5	5
Union Castle Line	4	92

There are 845 vessels of £43,306,771 value in the above companies with a gross tonnage of 3,885,415 and the dividend works out at 4.10 per cent.

With the next visit of the Great Northern liner *Manacota* to the East a direct service will begin between Manila and the United States. The new 1910 schedule by which the *Manacota* will leave Seattle on March 2nd and will eliminate Chinese ports on the return trip. The vessel will make Yokohama, Kobe, Nagasaki and thence to Manila. Then to Hongkong, where she will remain nine days, giving passengers the opportunity of visiting Canton, Macao and other places of interest in China. She will then return to Manila for cargo and passengers for the States, arriving on the 5th of May and departing on the 7th, going to Nagasaki, Inland Sea, Kobe, Yokohama and then directly to Seattle, arriving June 3, thus giving the Philippines a direct mail service to the United States.

Several P. & O. commanders received the new Decoration of the Royal Naval Reserve in the last Honours List. We notice in the list of Commanders of the Order the names of Capt. C. W. Bennett, Capt. C. C. Talbot, Capt. J. W. Andrews, Capt. H. W. Kenrick, Capt. Owen Jones, Capt. G. H. C. Weston, Capt. G. W. Cookman, Capt. W. G. Grogan—all in the P. & O. service. Among the Lieutenants of the Order we notice the names of Messrs. A. O. Cooper and G. E. Bridge, of the C. P. R. Service.

The Osaka Asahi reports that the Nippon Yusen Kaisha is making arrangements to transfer the *Shinano-maru*, 6,388 tons, from the Seattle to the Formosa service. The N.Y.K. has two 6,000-ton steamers on the service already, and the addition of the *Shinano-maru* is said to be an evidence of determination to fight the competition of the Osaka Shosen Kaisha to the bitter end. The latter company is placing the *Kagato-maru*, 6,000 tons, chartered from the Navy Department, on the service.

## COMPANY MEETING.

## HONGKONG AND WHAMPOA DOCK COMPANY.

The half-yearly meeting of shareholders in the above company was held yesterday at the offices, Connaught Road, Hon. Mr. W. J. Gresson presided, and there were also present: Sir Paul Chater, Messrs. H. P. White, J. W. Bando, D. W. Craddock, E. G. Barrett, H. A. Siebs, F. Lieb (directors); B. M. Dyor (chief manager), W. Jolly (secretary), Ho Fook, Lo Cheung Shie, Chau Siu Ki, P. Stoppa, W. H. Wickham, J. W. C. Bonnar, K. Sayoo, F. B. Marshall, G. H. Medhurst, H. Humphreys, H. Percy Smith, A. H. Ough, P. H. Rolfe, S. Michael and Hedley White.

The Secretary having read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen,—The Report and Accounts owing to the China New Year holidays have not been in your hands for many days, but with your approval I propose to take them as read. It is a matter of great regret to your Directors that the earnings for the period covered by the accounts show such a big result and that there has been such a serious falling off in our gross receipts. You are all aware of the keen competition we have now to face, not only from our local competitors, but also from all docks both North and South, and in addition I think it must be admitted that shipowners, owing to the depression in the shipping trade, have reduced the expenditure on overhauls and upkeep to the lowest figure compatible with efficient and economical running. As compared with the six months ending 31st December, 1909, the tonnage of vessels docked shows a decrease of 131,120 tons. Our turn-over for the same period is in round figures some \$756,470 less. Our establishments and machinery have been kept in thorough repair, expenditure on other upkeep being paid for out of revenue. Additions to plant while not very expensive, will tend to economy in the future. Dealing with the Balance Sheet, you will notice that Directors and Auditors' fees have been debited to the accounts before you. I refer to this, as previously it has been customary for these items to be paid for in the following six months. There are two items on the Asset side which call for special reference. Value of material on work in progress, say, \$13,000, as against \$131,000 last year, and value of material on hand reduced from \$1,299,000 to \$914,500. Since we last met this question of the value of stock has received the most careful consideration of your Directors, and it has been deemed expedient to write \$170,000 off the book value. The correctness of the reduced figures you will observe are certified to by your Chief Manager. All articles on the stock lists have been valued at a price at which they should be saleable or useable, and it is hoped that the money looked up under this heading may be gradually and permanently reduced. The total expenditure on Reorganisation is \$47,252.74. This money I trust the future will demonstrate has been well spent; we have already had practical evidence of its advisability, for although our staff has been much reduced our efficiency has not been impaired, and we are ready at short notice to undertake work at the Docks showing a monthly saving in wages alone of \$7,000, and to the reorganisation under Hongkong Office expenses I will refer when dealing with revenue account, to which I will now pass on. In interest and other charges there is little or no difference. Office expenses have been reduced from \$30,500 to \$19,900. On the other side of the account you will regret to notice the very large decrease in Net Earnings, which have fallen from \$378,000 to \$63,000. The removal of Head Office to Kowloon Docks has proved a success. The Chief Manager and Secretary have their headquarters on that side, and either the one or the other being in constant attendance, enables firm control being kept over all expenditure. Concerning the future, it will reassure you to know that we are again working at a profit, and as the shipping trade improves there are indications that the long looked for revival of business is at hand, which must react on shipping, and we are happy in a position to take full advantage of all work that may come our way. In this connection I may mention that work on the No. 1 Dock Extension is now making satisfactory progress, and when completed that dock will be able to accommodate the largest steamers visiting this port. In order to extend our field of operations your Directors have decided to undertake the construction and manufacture of all classes of engineering work, structural bridge-work, railway rolling stock, &c. &c. Gentlemen, I have endeavored to make the position clear to you, but if any shareholder desires further information about the Report and Accounts I shall be pleased to afford it.

Mr. HUMPHREYS:—Mr. Chairman,—I should like to refer to one or two items in the accounts. The report reached me only two days ago, and I have not had time to look through it as I should like. The first thing to which I would like to refer is the item "directors' fees." I notice that in 1887-88 the directors' fees were \$3,500 for the half-year, and from 1889 to 1901 they were \$4,500 half-yearly. In the two following years they were reduced to \$4,000, the following year again to \$3,500 and up again in 1895 to \$4,000, down in February, 1906, to \$3,500, up in August of the same year to \$7,000, and continuing at that figure for the next four and a half years. In 1909 they were \$3,000, in February, 1901, \$9,000, and in August of the same year \$10,000. That seems to have been the high-water mark in directors' fees. During that period the company, with one or two slight setbacks, prospered and continued to prosper, and the shareholders welcomed the

increased fees to directors and gave them ungrudgingly. Last year the directors took half the fees to which they were entitled, \$5,000, and I think the shareholders were very grateful to them for that concession. As this year is very much worse than even last year, I looked forward to seeing a similar concession on this occasion. I know the directors are entitled under the Articles to \$10,000, but it seems rather an anomaly that we should be paying the directors \$10,000 now, that we are making no dividends and even incurring losses, and that when we were making handsome profits we were paying only from \$3,500 to \$4,500 for the half-year. I do not wish to make any point of it, but merely leave it to the directors. It would be almost out of place perhaps to refer to whether the directors used as much tact and foresight as was possible eight or nine years ago, when our troubles commenced. It may be, or it may not be, that if they had, the Admiralty dock and Butterfield's opposition might have been started off then. It is no use crying over spilled milk. The thing's done, and nearly all the directors who are on the board now were not directors then. It only remains for me to personally assure the directors of my hearty support in their fight against the opposition. I do not think we have got anything to be afraid of. We have capital about a quarter of the size of theirs, our debt though largely increased of late years, is still very much smaller than theirs, and we can do our work as well and as quickly, and do more of it because we have more docks, and I for one am not afraid. As I say, I am prepared to give the directors my loyal support in every way. There is one other point to which I would like to refer, and that is the large sum written off for depreciation of stock, \$170,000. I am not quite clear whether that is written off as depreciation or because the stock was previously over-valued. Of course we hope our new manager is quite correct in his figures. At the same time we know that now we are like to sweep clean and leave nothing behind in the corners if possible, and leave no dead horses to wobble off, and if possible to have a little on the credit side to start with. That is the experience I have had with new managers of my own. If this allowance is too large, and puts the stocks to-day below their real value, I consider that an error of policy, because I like to see stocks rather over than below their cost value, inasmuch as when making estimates or in selling you are liable to look at book prices and not actual cost, and in that way you may be losing money, whereas if stocks are slightly over their real value there is not the least fear of loss on that score. I should like the Chairman to assure me that the stocks were not over-valued previously.

The CHAIRMAN:—Mr. Humphreys, with regard to the directors' fees, that matter received the very careful attention of directors at meetings before they decided to issue the balance sheet and report, and it was thought, considering the amount of extra time—extra meetings connected with re-organisation and other work done—and recognising with yourself that the company is not in a very serious pecuniary position, that we were more than usually entitled to our fees. We have had great deal more work during the six months than probably any directors of this company have had to undertake. As to how the fees go up I cannot remember that straight off without reference, but I think I am correct in stating that the increased fees from \$3,500 to the higher figure referred to were approved of in general meeting. Referring to the stock, the amount which has been written off as depreciation is in fact depreciation. A great many articles have been in stock for a number of years, and many of them are practically unusable. Some have gone out of fashion, others have depreciated, so that ships' captains and others coming along will not take them. They want something more modern and up to date. As to the writing of it down, I do not agree with you, as I think it strengthens the position of the company. We now have these things, and it is our intention to realise on them. Having them written down, we could melt them and use them again in the foundry. I hope you will consider my answers satisfactory.

There being no other questions, the CHAIRMAN moved the adoption of the report.

Mr. F. B. MARSHALL:—Mr. Chairman,—In rising to second the report, I feel safe in saying I am voicing the feeling of all shareholders in regretting the poor results of the past year, but think the difficulties our Directors have had to contend with are fully appreciated, and, sir, from the lucid and able speech we have just heard from you, there should be no reason to be despondent. The future looks hopeful, and I trust the improvement in trade that appears to be evident will mean a large increase of profitable work to the Dock. The management is to be congratulated on the economies you refer to in the saving in wages and office expenses, and more so as you assure us the efficiency of the staff had not been impaired thereby. With these few remarks, sir, I have pleasure in seconding the report, and feel confident that when we next meet you will be able to dismiss the meeting with those words that are so familiar and acceptable to us as shareholders of the company, but which you have to withhold to-day. (Applause.)

The motion was agreed to.

The appointment of Mr. Lieb to the directorate was confirmed, on the motion of Mr. BONNAR, seconded by Mr. HO FOOK.

Mr. WICKHAM proposed the re-election of the retiring directors—Sir Paul Chater and Mr. H. P. White.

CAPTAIN ROLFE seconded, and the motion was carried.

On the motion of Mr. HUMPHREYS, seconded by Mr. CHAU SIU KI, Messrs. H. Percy Smith and A. E. Lowe were re-appointed auditors.

The CHAIRMAN:—That is all the business, gentlemen. Thank you for your attendance.

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It only remains for me to personally assure the directors of my hearty support in their fight against the opposition. I do not think we have got anything to be afraid of. We have capital about a quarter of the size of theirs, our debt though largely increased of late years, is still very much smaller than theirs, and we can do our work as well and as quickly, and do more of it because we have more docks, and I for one am not afraid.

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Of course we hope our new manager is quite correct in his figures. At the same time we know that now we are like to sweep clean and leave nothing behind in the corners if possible, and leave no dead horses to wobble off, and if possible to have a little on the credit side to start with.

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I should like the Chairman to assure me that the stocks were not over-valued previously.

The CHAIRMAN:—Mr. Humphreys, with regard to the directors' fees, that matter received the very careful attention of directors at meetings before they decided to issue the balance sheet and report, and it was thought, considering the amount of extra time—extra meetings connected with re-organisation and other work done—and recognising with yourself that the company is not in a very serious pecuniary position, that we were more than usually entitled to our fees.

We have had great deal more work during the six months than probably any directors of this company have had to undertake. As to how the fees go up I cannot remember that straight off without reference, but I think I am correct in stating that the increased fees from \$3,500 to the higher figure referred to were approved of in general meeting.

Referring to the stock, the amount which has been written off as depreciation is in fact depreciation. A great many articles have been in stock for a number of years, and many of them are practically unusable. Some have gone out of fashion, others have depreciated, so that ships' captains and others coming along will not take them. They want something more modern and up to date. As to the writing of it down, I do not agree with you, as I think it strengthens the position of the company.

## SUPREME COURT.

Monday, 21st February.

## IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR MR. W. REES DAVIES K.C. (ACTING CHIEF JUSTICE).

## ALLEGED ARMED ROBBERY.

Three Chinese named U. Yau, Fan Shun and Tin Tin were indicted on charges of armed robbery and receiving. Prisoners pleaded not guilty, and the following jury was empanelled:—Messrs. E. O. Murphy (foreman), W. Davison, H. Wasserfall, T. Arnott, A. V. Monk, J. M. Alves and J. Mitchell. Messrs. O. Wagner and T. Meek failed to answer to their names.

Later they were summoned before the Court, and his Lordship, addressing Mr. Wagner, said:—I am informed by an officer of the Court that you were unwell?—Yes.

His Lordship:—It is always necessary in a case of that kind to send a medical certificate to that effect. If gentlemen don't attend, it places hardship upon others. I understand you were really unwell?

Mr. Wagner:—Yes.

His Lordship:—In future I should be glad if you would send a certificate to that effect. You may go.

Addressing Mr. Meek, his Lordship said, you did not answer to your name this morning. Mr. Meek:—It quite escaped my memory.

His Lordship:—Things like that ought not to escape your memory. It is a duty all jury-men owe to attend the summons of the Court.

Mr. Meek:—I am quite well aware of that.

His Lordship:—Never let it occur again. You may go.

The Attorney-General:—I think these two men ought to be put on the panel next month.

The Hon. Mr. F. A. Hazeldan, Attorney-General, instructed by Mr. H. L. Donny, jr., from the office of the Crown Solicitor, prosecuted, and prisoners were undefended.

The Attorney-General informed the Court and jury that the prisoners were charged with armed robbery at Tahauban, near Saikung, in the new Territory. The robbery was committed on January 10th at 7 a.m., and evidence would be called to prove that there were six robbers armed with knives and revolvers. They stole a quantity of jewellery, \$63 in money and a quantity of clothing. One of the witnesses identified the first prisoner, who was not arrested until five days after the robbery, and when arrested he was found to be in possession of a pawn ticket for certain of the stolen clothing. The evidence against the second and third prisoners was much stronger.

At one a.m. on January 11th these two men were seen by two Indian constables some five hours after the robbery, on the road from Saikung. They were arrested by the police after a struggle and the second was found to be in possession of a revolver. Each carried a bundle which was found to contain part of the stolen property.

After evidence had been heard, the prisoners pleaded to make further statements.

The first informed his Lordship that men might be killed, and things might be similar to one another, but if a robbery was committed evidence must be tendered, and the stolen property must be obtained.

The second prisoner asked his Lordship to cause the robber to be arrested. He did not commit the robbery.

The third prisoner asked his Lordship to make further inquiry. Nothing was found on his person, as everybody knew.

The jury found the first and second prisoners guilty of armed robbery, and the third prisoner guilty of receiving by a majority of six to one.

His Lordship, in passing sentence, stated that the offence of armed robbery was extremely rare in the Colony at present, and it was his duty to do all in his power to put it down. He hoped the sentence he was about to inflict would make the first and second prisoners endeavor when their long term of imprisonment was over, to live decent lives again; the more so as they would experience some of the corporal punishment which men of their class were so fond of inflicting on other people. Both were sentenced to imprisonment with hard labour for five years, and to receive 20 strokes of the birch. The third prisoner was sentenced to three years' imprisonment with hard labour.

ALLEGED UTTERING OF FORGED ORDERS.

F. J. Rodrigues was indicted on charges of uttering forged orders for the delivery of goods. Prisoner pleaded not guilty, and the same jury was empanelled as at the previous case.

The Attorney-General stated that the defendant was charged with obtaining certain goods from Weisman & Co. and Watkins & Co. on forged orders. The defendant admitted having received the goods on these orders, but said he got the orders from a man named Thomson, who told him that he had authority to sign the name of Mrs. Melissa Thomson would be called as a witness, and would deny this. In cases of forgery it was necessary to prove intent to defraud, and it was for the jury to say whether they considered the prisoner had that intent.

The jury, after hearing the evidence, brought in a verdict of not guilty by fire to two, and the prisoner was discharged.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNING JUDGE).

ALLEGED WRONGFUL SEIZURE OF A JUNK.

Action was brought by Wong I against the Mitsui Bussan Kaisha to recover \$1,000 for damages alleged to have been caused to the plaintiff by the seizure and detention by the defendants or their agents of a lighter laden with forty tons of coal. Plaintiff waived \$118.30 to bring the claim within summary jurisdiction.

Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, appeared for the plaintiff, while the defendants were represented by Mr. Davidson (of Messrs. Hastings & Hastings).

The statement of claim showed that plaintiff traded as the On Fat firm, and the defendants or their agents seized or caused to be seized the plaintiff's junk containing forty tons of coal.

This was denied in the statement of defence, and the defendants further denied that the coal was the property of the plaintiff. If, which was not admitted, the coal was seized by the servants or agents of the defendants, it was not authorized by them. They denied that plaintiff was deprived of the possession of the coal and junk, and stated that they were seized by the police in connection with a charge of felony against one, Kwok Tai. Defendants stated that the coal was their property.

Mr. Potter, in opening, informed the Court that on or about August 3rd plaintiff had arranged to buy forty tons of coal from the Yuen Cheung firm, and the coal was put on a lighter at Wanhai, which was then taken to its usual berth at Yumatti. On the following day, on account of the stormy weather which prevailed, plaintiff decided to unload part of the coal into the Hoi Ping godown. The junk was taken there, and when it ran alongside the wharf they had to wait some time for coals. While they were waiting most of the crew went ashore, and a few hours later two Japanese and a policeman boarded the junk, and the man who was left in charge was arrested. He was taken to the police station, and later Sergeant Davies came on the scene and the junk was attached to the launch of the Japanese and towed across the harbour to the police quarters. The man who was arrested was charged with larceny of the coal, and when his master heard of it he took the debt note for the delivery of the coal to the Magistrate, and did everything in his power to convince the police that the coal was his. The police and others inspected the books of the firm where the coal was purchased, but the prosecution was proceeded with and continued for six weeks, when the case was withdrawn. Counsel understood that the police took negative part in the prosecution, which was private. During the six weeks of the prosecution the junk remained at the police quarters, and when plaintiff examined it he found that it had sunk. Practically the whole of the bottom of the junk had to be replaced on account of the destruction wrought by worms.

After hearing the evidence his Lordship reserved his decision.

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THE PHILIPPINE CARNIVAL OF 1910.

The Manila *Cablenews* says:—The Philippine Carnival for 1910 is an event of the past, and the fact suggests several reflections. The big festival was a financial success. It is not yet known just how much money was made, but it is certain that the deficit inherited from 1909 has been wiped out and a neat balance put in the treasury.

The Carnival was a social success. The entertainment furnished by it was participated in and enjoyed by a larger proportion of the people of the country than have taken an interest in any other one event since American occupation of the islands unless one accepts the first or second Carnival.

It was an advertising success. The circulation of Carnival literature, the preparation of Carnival exhibits and the coming of visitors to Manila to attend the festival have awakened interest in this country in more places than have been reached by any other one form of promotion, we believe. As we have remarked before, the industrial exhibits brought together at the Carnival gave the visitors from abroad a good idea of the resources of the country and created impressions that are sure to result in more commercial activity in the islands.

For the success of the Carnival the men who have had it in charge—Director-General John Mohan and his able corps of assistants—deserve great credit. They have worked hard, every man of them, and have managed with discretion. The more substantial support given—the enterprise by Governor General Forbes and the Government contributed largely toward the fortunate outcome of the venture. Major General Duval and the officers and men of his command also come in for a large share of the gratitude of the community for the successful Carnival just closed.

After all, we are not so sure but that the very best feature of the whole show was found in the fact that the people of the community were able to make it a success. When one takes into account the discouraging circumstances that confronted the Carnival Association when the work of preparing for the festival of 1910 was begun the successful issue of the undertaking is little less than wonderful. It is the notion of the writer that better than the financial success, better than the social success and better than the advertising success of the Carnival is the fact that the people have been able to join hands and pull so much success out of apparent failure. We do not remember to have seen so much unanimity of spirit, so much co-operation, so little knocking manifested in the forwarding of any enterprise in Manila.

So we say the success of the Carnival is a foretaste of what this community may accomplish in the future; it is a promise of achievement in the campaign of promotion that is being begun. The *Cablenews-American* congratulates the Carnival management and those who co-operated with them on the Carnival of 1910.

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *York* left Shanghai on the 19th inst. at 6 p.m., and may be expected here to-day at 6 a.m.

The N.Y.K. str. *Hakata Maru* (European Line) left Singapore on the 18th inst. and is expected here on the 24th inst.

The *Amoy* str. *Lightning* from Calcutta left Singapore on the 20th inst. morning, and may be expected here on or about the 25th inst.

The P.M. str. *China* sails from Yokohama on the 21st instant en route to this port, and is scheduled to arrive at Hongkong on the 1st prox.

The Indo-China str. *Kutsang* left Calcutta for this port via the Straits on the 17th inst. and may be expected here on or about the 5th prox.

The cargo of Silk shipped on board the M.M. str. *Oceanic*, which left this port on the 19th inst., was delivered in Lyons on the 19th inst.

The C.P.R. str. *Monteagle* arrived at Nagasaki at 8 a.m. on the 21st inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 6 a.m. on the 23rd inst.

## LIFELONG ECZEMA CURED AT LAST

Great Eruptions Broke Out When but a Baby and Lasted 19 Years—Pronounced Incurable at Hospitals—Pain and Disfigurement Terrible



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special notices matter THE MANAGER.

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P.O. Box 33. Telephone No. 12.

Telegraphic Address: Press Code: A.B.O.

6th-Ed. Libel.

## NEW ADVERTISEMENTS

CLUB HOTEL, LIMITED,  
YOKOHAMA (JAPAN).

NOTICE IS HEREBY GIVEN to SHAREHOLDERS to attend an EXTRAORDINARY GENERAL MEETING to be held at the Club Hotel, Yokohama, on THURSDAY, 3rd March, at 5 o'clock P.M. BY ORDER.

Hongkong, 22nd February, 1910. [317]

## FOR SALE

ONE Second Hand UNDERWOOD TYPEWRITER in Good Condition. For particulars apply to—  
A. B. C.  
Care of "Daily Press" Office.  
Hongkong, 22nd February, 1910. [319]

## NOW ON SALE

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.  
PRICE - - - - \$3.  
DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

## CITY HALL.

SATURDAY, 26TH FEBRUARY,  
AT 9.30 P.M.

FOR THE FIRST TIME IN HONGKONG

**MIGNON DE  
BENVILLE**

The World-Renowned  
BARE-FOOT DANCER  
in Plastic POSES.

## SALOME

As Danced by Her at the HANSA THEATRE,  
HAMBURG, and the  
WINTER GARDENS, BERLIN.

MARBLE STATUES

AND

CLASSIC MODELS.

FROM GREEK AND ROMAN SCULPTORS.

Seats may be Booked at—  
MESSRS. MOUTRIE & CO.

PRICES AS USUAL.

LOTHARIO BENTHEM, Sculptor,  
Manager. [318]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, MOJI AND KOBE.

## THE Steamship

"JAPAN,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—  
DAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, 21st February, 1910. [315]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

"GREGORY APCAR,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 23rd inst. will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—  
DAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, 21st February, 1910. [302]

## NOTICE

IN CONFORMITY with Article III. of the General Regulations of the Chinese Pilots Service, a Board of Appointment will hold a COMPETITIVE EXAMINATION at the HARBOR MASTER'S OFFICE, Canton, on the 1st March, 1910, to fill Four Vacancies for Pilots in the Canton Pilots Service.

Only those who have served an Apprenticeship are eligible for appointment.

Approved: J. F. O'RIEN,  
Commissioner.  
Custom House,  
Canton, 16th February, 1910. [314]

## PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 31st December, 1909, at the Rate of Two Pounds Sterling together with a Bonus of Five Shillings Sterling per Share of £125 in Payable on and after MONDAY, the 21st day of February, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 19th February, 1910. [313]

HONGKONG ICE COMPANY, LTD.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the General Managers at 12.30 p.m., on SATURDAY, 26th instant, to receive a Statement of the Company's Accounts to 31st December, 1909, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th Feb. to 25th Feb., both days inclusive.

JARDINE, MATHESON & Co., Ltd.,  
General Managers.

Hongkong, 9th February, 1910. [281]

HONGKONG FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Undersecretary at 12 o'clock (Noon) on WEDNESDAY, the 9th March, 1910, to receive a Statement of the Company's Accounts to 31st December, 1909, and the Report of the Directors for the Year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from 25th February to 10th March, both days inclusive.

By Order,  
H. F. HICKMAN,  
Acting Secretary.

Hongkong, 17th February, 1910. [300]

GREEN ISLAND CEMENT CO., LTD.

LOST.

CERTIFICATE of 50 Shares standing in the Register of this Company in the name of Wong Yik has been LOST.

Serial No. 8991-188693/188742-50 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 50 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 18th February, 1910. [309]

INSURANCES

ACCIDENT AND SICKNESS INSURANCE.

THE GENERAL ACCIDENT, FIRE and LIFE ASSURANCE CORPORATION, LIMITED, is prepared to extend the benefits of its well-known "Home" Policies to Hongkong.

Fire Risks also Accepted at Current Rates.

For Prospectus and Particulars, apply to—  
W. G. HUMPHREYS & Co.,  
Agents.

Hongkong, 18th January, 1910. [187]

NORTH BRITISH AND MERCHANTS' TIRE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital ... £6,000,000

Subscribed Capital ... 3,275,000

Paid-up Capital ... 1,212,500

II. Fire Funds ... 3,204,753

0 0

The Undersecretary, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 15th January, 1909. [308]

SIEN-TING

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [1221]

A. TACK & CO.

25, DES VEXES ROAD, CENTRAL.

THE LARGEST

PHOTO-SUPPLIES

IN THIS COLONY.

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Hongkong, 4th February, 1910. [332]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1327]

## INTIMATIONS

SALON-CINEMA THEATRE

WYNDHAM STREET

(Opposite Post Office).

TWO PERFORMANCES DAILY.

6.30 P.M. Half Price; 9.15 P.M. Full Price.

MISS ADA KING, Ballad Singer.

MISS RUBY CRYSTAL, Soprano.

CARL WALLNER, Versatile Comedian.

LATEST NOVELTIES IN FILMS.

PROGRAMME CHANGED MONDAYS AND TUESDAYS.

MATINEES: SATURDAY AND SUNDAY, AT 4 P.M.

3947

IN THE SUPREME COURT OF HONGKONG.

In the GOODS of YUN JOOING SIK Deceased.

NOTICE IS HEREBY GIVEN that all persons claiming to be entitled to the whole or any part of the estate of the above named YUN JOOING SIK Deceased late of Victoria in the Colony of Hongkong, who died in November, 1905, and letters of administration to whose estate were on the 7th day of January, 1910, granted to the Official Administrator of the Supreme Court of Hongkong (Probate Jurisdiction) are by themselves or their solicitors on or before the 30th day of June, 1910, to send their claims to the said Official Administrator at the Registry of the Supreme Court, Victoria aforesaid or the undersigned.

BEUTON & HETT.

Solicitors for the said Official Administrator of the Supreme Court of Hongkong, Chater Road, Victoria, Hongkong.

3717

"SOLIGNUM."

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours. Prospectus and full particulars from

STIEMSEN & Co.

(Machinery Dept.), Hongkong.

Sole Agents

Hongkong, 8th December, 1909. [1494]

DR. M. H. CHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL.

1st FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [1452]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD "DOCK."

A.I., A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet.

Length of Blocks ... 714 "

Width of Entrance on Top ... 968 "

Width of Entrance on Bottom ... 838 "

Water on Blocks at Spring Tide ... 34 "

DOCK No. 1.

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 71 "

Water on Blocks at Spring Tide ... 6 "

DOCK No. 2.

Extreme Length ... 371 feet.

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with

ANCIES to undertake the REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MART" (712 tons, 700 H.P., specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

1905

TO LET

TO LET OR FOR SALE.

DERRINGTON, PEAK ROAD, No. 8.

SHOENICLIFE, Garden Road 7.

For Particulars apply to—

G. G. SCHROEDER.

King's Buildings, 11th, Care of Garro's Broker & Co.

Hongkong, 1st December, 1909. [36]

TO LET

GODOWN, No. 4, Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st February, 1910. [90]

POPULAE SUMMER RETREAT.

ONE of the BEST HOUSES at Kowloon, the Beautiful Summer Resort and Sanatorium, near Fookchow, to be let fully furnished, for the whole season. Apply to Office of this paper for references.

Fookchow, 22nd May, 1909. [92]

TO LET.

"LAKEVIEW," No. 32, ROBINSON ROAD, 7 ROOMS, with Electric connection, Tennis Court and Garden.

Apply to—

LEUNG KIN ON,

Care of Netherlands Trading Society, Hongkong.

Hongkong, 19th February, 1910. [310]

## TO LET

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st February, 1910. [88]

TO BE LET.

WITH Possession from March, 1910. (Unfurnished or if desired the furniture could be taken over at a valuation.)

"IAN MOR," Peak Road. Six Rooms semi-detached house, commanding a good view of the harbour. Tennis Court and Vegetable Garden.

NEW and COMMODIOUS SHOPS.

Nathan Road, Kowloon. Immediate Possession.

KOWLOON MARINE LOT 43, Yau Ma Tei, Area 65,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 1st December, 1909. [99-109]

TO LET.

GODOWNS in Mason's Lane, between Wyndham and Leaden Streets, lately vacated by Messrs. Barretto & Co., suitable for Cinematograph show or storage.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 5th January, 1910. [130]

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYDON TERRACE.

OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 9, MACDONNELL ROAD.

No. 10, DES VEXES ROAD CENTRAL.

1st Floor.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 10th February, 1910. [87]

TO LET.

RESIDENTIAL FLAT, Hotel Mansions.

Apply to—

HENRY HUMPHREYS,

Alexandra Buildings.

Hongkong, 2nd February, 1910. [151]

TO LET—FURNISHED.

"THE GROVE," MACDONNELL ROAD.

Hongkong, 3-Roomed House, fitted with Electric Light, detached Servants' Quarters and Tennis Court, from 1st May, 1910.

Apply to—

PERCY SMITH & SETH.

Hongkong, 11th January, 1910. [159]

TO LET.

NOS. 52 and 59, CAINE ROAD.

Apply to—

HO U MING,

81, Queen's Road Central.

Hongkong, 8th December, 1909. [96]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st February, 1910. [89]

TO LET—FURNISHED.

"TANTALON," 126A, BARKER ROAD.

Rent \$225 per Month. Seen by appointment only.

Apply to—

GODDARD & DOUGLAS.

Hongkong, 9th December, 1909. [100]

TO LET.

FIRST FLOOR of No. 4, Des Vexes Road, recently vacated by Institution of Engineers and Shipbuilders.



## TO CONQUER MALARIA.

WORDS OF WISDOM FROM A PHYSICIAN'S PEN.

"Those who conquer Malaria conquer the tropics," is a proverb with which every resident in the tropics is familiar. While in consequence of the onward march of scientific achievement, this disease, so depressing in its onset, so devastating in its effect, and so disorganising in its result to the whole system is better understood than it used to be, it is still, unhappily, exceedingly prevalent, and is likely to continue until the conditions which produce it have been banished.

Most people know that while Malaria may take various forms it is due to a special germ or microbe, which destroys the red corpuscles by which the oxygen of the air is carried by the blood to every part of the body to burn up its impurities. The destruction of these corpuscles produces the marked symptoms so characteristic of the disease—the pale, sallow, earthy complexion, the morbid thoughts and feelings, the aching muscles and the tender joints.

Bad as is all this, the result of Anemia or poverty of the blood, as it is commonly called, which makes life a burden to the sufferer, it may go considerably farther until it produces that wasted and dangerous condition of the system doctors call "Chetehria."

For long Quinine has been the sheet anchor of the physician, and in the acute stages it generally answers admirably, but in the later stages something else must be employed to destroy the effects wrought by the microbes.

Happily, in this conquest of the hosts of the disease germs which invade the body under the banner of Malaria, the physician has been presented with a weapon as potent over them as the modern machine gun is potent against the old flint lock gun. This weapon is Sanatogen, one of the most powerful restoratives and vitalising agents ever given to the world.

The remarkable properties are due to its two constituents, Casein, the solid portion of pure, new milk, and Glycophosphate of Soda, a preparation combining phosphorus in the precise form in which it exists in the body. Phosphorus, as everyone knows, is not only as a physician has written "indispensable to the nervous centres," but is also "absolutely essential for the growth of what physiologists term the cells of the body, the microscopic bricks of which the human edifice is constructed."

This cell growth is greatly interfered with in Malaria, and a supply of phosphorus which is easily absorbed by the depleted system is urgently necessary to restore it to its standard activity. Nothing does this so well as Sanatogen, as nothing so rapidly restores the vitality of the blood as this preparation, which is presented by over twelve thousand physicians in the world because no secret has been made of its constituents and they realise its overwhelming value in restoring the functions of the body to do their duty.

How rapidly Sanatogen restores the blood after Anemia may be judged from the fact that one eminent physician records that the red blood corpuscles in a patient increased eighty thousand per cubic millimetre in a week, and the percentage of red colouring matter in them advanced from 61 per cent. to 62.5 per cent., while another patient, who was unable to take any solid food and was losing weight rapidly, improved in a fortnight that the red corpuscles increased two hundred thousand per cubic millimetre, their red colouring matter from 48 per cent. to 52 per cent., and she was able to resume her household duties, completely cured of the terrible melancholia from which she was suffering.

Children are especially liable to Malaria, and its pernicious after effects which may delay their development and stunt their growth. When given Sanatogen they rapidly improve. One child who at three years old fit consequences of Malaria, weighed only half a pound more than it did when it was a year and a half, was given a small quantity of Sanatogen daily, and its weight at once began to go up half a pound a week.

Just as Malaria causes wasting in children, it makes adults prematurely old, in consequence of the depression of the vitality of the system. This condition is rapidly cured by Sanatogen, which restores the prematurely old look and soon substitutes for the feeble will and listless spirit a healthy interest in normal pursuits.

An exceedingly interesting pamphlet on the subject of Malaria has been written by a physician who had a wide experience of it in the tropics. In order to give this momentous publication, "Malaria, its Causes and Effects," the widest publicity, the proprietors of the copyright have instructed Messrs. A. S. Watson & Co., Hongkong, to distribute a limited number of copies free of charge, to anyone who may feel interested in it, and will send a post card mentioning the HONGKONG DAILY PRESS, and its address to Messrs. A. S. Watson & Co., Hongkong, and at all chemists.

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AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN HONGKONG, CHINA &amp; MANILLA. A. S. WATSON &amp; CO. LTD.

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## TIN-PRODUCTION IN YUNNAN PROVINCE.

(By W. F. COLLINS.)

Mr. W. F. Collins, a mining engineer who has spent a good deal of time in Yunnan during the last year or two, recently in London read before a meeting of the Institution of Mining and Metallurgy the following very interesting paper on the above subject:—

Practically all the tin produced in China is derived from the Kottou Nines, situated 30 miles west of the inland Treaty Port of Mong-tse (pronounced "Mung-zar"), in Yunnan. During the last 17 years their recorded output has shown an average steady increase. Its percentage of the world's production has risen from 2.7 in 1891 to 4.2 in 1908. The whole industry is in the hands of the Chinese, and any interference by Europeans is strongly resented. Methods are primitive in the extreme. Smelting is carried out in furnaces which have probably been evolved on the spot, and are different from any others used for smelting tin. The chief difficulties met with are an absence of price of charcoal for smelting. The completion of the Haiphong-Yunnan Railway line, which passes near Mong-tse, connecting the district with the Gulf of Tongking in the China Sea, may have a far-reaching effect on the development of the industry.

Historical.—It appears that galena lodes, worked for silver, and discovered in the 16th century, were the first deposits opened up in the district.

In 1872 the mines were visited by M. Emile Reicher and described shortly in "La Province Chinoise du Yunnan." This was at the end of the thirty years' Musulman rebellion, which cut off half the population of the province and ruined mining, its most important industry.

Mines of tin, silver, copper, zinc and iron were then being worked near Kottou. All these metals, except tin, have long since ceased to be produced, probably owing to the increased cost of fuel. The tin output is said to have reached close upon 6,000 tons yearly at one time. Taking into account the steadily decreasing consumption of tin in China and the ravages which have been caused by civil war, plague and famine in the province, this statement may be correct.

Even the recent history of the mines is marked by a series of outbreaks of lawlessness, due to the weak hold of the Government upon the mining population.

There are now about 30,000 men engaged in the mining, the concentration and smelting of the ore. The metal which is all reduced locally, is exported to Hongkong, and thence after refining, the greater part passes to Europe.

Occurrence and Nature of the Mines and Ore.—The deposits now worked are all of alluvial origin. They are found on the surface or in hollows in the limestone, probably of Middle or Lower Tertiary age. The mines are scattered over an area about 25 miles long by 20 miles broad. The deeper deposits are much the richer, and in this case the open-cast method of mining, which is usual, has been abandoned for true underground mining, or rather tunnelling, for European methods have not been adopted.

The tinstone, which is usually of sand-grain size, occurs in highly ferruginous bedded deposits. The underground ore usually contains a little magnetite and as much as 55 per cent. of hematite. There is always a small percentage of lead in the ore. Seeing that the slugs of the district have contained about 1 per cent. of tin, it is possible that the tin may be derived from lodes in the vicinity, in which granite outcrops also exist.

Mining and Concentration.—There is a complete absence of elaborate mining-plants underground or at the surface. The tunnels vary in sections from 5 ft. by 3 ft. to mere burrows, through which the under-sized miners can only just crawl, and extend in some cases for nearly 1,000 yards from the surface. They are usually sunk at an angle of about 45 degrees so that ladders are seldom necessary.

For lighting, cup-shaped iron oil-lamps are carried. They hang from a 2-ft. iron skewer, which the miner passes between his turban and the side of his head. At a certain distance from the entrances of the mines, the atmosphere is so foul that the lamps will not burn, so that the digging of the ore, the placing of it in sacks and the carrying of it to the surface by the miners have to be performed in the dark.

Wind-horses are used in some mines to aid ventilation, but as there is no regular circulation of air, the atmosphere at the mouth of even the best ventilated underground workings is indescribably foul.

The absence of water in the workings no doubt accounts partly for the fact that there are few of these serious accidents, sometimes involving the deaths of hundreds of men at a time, which so frequently hamper or entirely stop the working of Chinese mines.

Many of the miners are mere boys. Their pay is good, but the hard life, including every form of vice and entire absence of comfort and sanitation, kills the average miner before he is 35 years old. The advantage of small size in the narrow workings, and the influence of the foul underground atmosphere, have caused the survival of a fair proportion of dwarfs among the mining population, though this influence is modified by the fact that many of the miners are engaged in farming in the dry season of the year.

The amount of ore mined in any year is chiefly dependent upon the rainfall and the amount of capital available. The capital of almost all the ventures being small, working expenses have to be paid directly by the output. The output can only be sold as concentrates, so that little mining is done until the fall of the heavy rains, usually lasting from May to September. Mud-lined railways are built to drain the water, which would otherwise quickly lose itself through the sieve-like surface of the limestone.

When a certain amount of concentrate has been produced, the miner usually has to pledge it against credit to a merchant, who supplies him with rice, clothing, etc., for his family. The merchant is not infrequently engaged in the smelting business at Kottou. He thus ensures a steady supply of concentrates for his furnace, while at the same time making a usurer's profit from the impunctual miner.

Proprietorship, Mining Regulations, and Custom.—The mines were, until recent years, subject to a code of Provincial mining regulations. According to these, the underlying mineral belonged to the surface proprietor. Kottou practice does not render it necessary to have any permission from the authorities before opening a mine. The provincial regulations have now been abolished in favour of the temporary regulations of the Imperial Government. The mineral now belongs in theory to the Government, and neither prospecting nor mining may be carried out without permission, obtained through the local authorities, from Peking.

In the absence of a special concession from the central government, this system enables the authorities, when they have sufficient control, effectively to bar any enterprise which has not gained their goodwill. At Kottou, however,

the Government control is very weak above ground, and completely wanting underground. The miners are exceedingly jealous of their privileges, and in cases of murder, etc., in the mines, the offender may, or may not, be handed over to the authorities, who are never allowed to interfere. This work is carried on, in practice, under a committee of mine proprietors. Litigations are referred from appealing to the local officials by the knowledge that right often goes to the heavier and more skilful bidder.

Prospecting by means of bore-holes is unknown in the district. The would-be miner rents a likely piece of land from the proprietors (usually a family or clan), and sinks a pit. If he is successful in finding mineral, he continues to dig in the deposit; and, as long as he continues to work, he pays the rent fixed. He cannot be ejected by the surface proprietor. If the deposit looks well, he will usually be asked by friends for permission to admit outsiders to his main working. These usually agree to pay him about 3 per cent. of their receipts for ore.

They in turn may allow branch workings to be made, receiving about 6 per cent. of the sales, and so on. The deposit thus becomes honey-combed with an infinite number of small branch workings. These occasionally run into one another, and given good ore and equal forces of underground miners, sometimes pitched battles ensue, occasionally lasting for days.

Some of the mines belong exclusively to the more important mining firms of the district, but with the majority there are numerous proprietors, each employing from five to a score of men.

No great precautions are taken against the stealing of concentrates on the mines. This offence is quite rare. The punishment for it is death. The miners, smelters, ore-carriers, etc., each have their guild, protecting and having full powers for punishment over its members.

The somewhat socialistic customs mentioned are highly characteristic of China's internal government, here, in mining, being able to survive in this instance on account of the fact that this district escaped the civil war, and that absence of water underground, ease of mining and quick realisation of cash make the presence of large capital for filling over lesser troubles non-existent.

Many of the mines are open-cast. In the richest of these the ore is washed on the spot, with water from the artificial reservoirs in the poorer, a special treatment is adopted. At the approach of the rainy season, the grass is rooted from the surface in favourable places and the ore-bearing ground is carried to the sides of reservoirs connected by means of canals with the main reservoirs. The water is then run down the steep hill-side. When the reservoirs are filled, the ore is thrown in, and when a considerable quantity of sludge is reached, the contents of the reservoir are allowed to pass into the canal. On the way down, water from the other reservoirs is allowed to pass into the canal so as to assist the "run."

Somewhere near the washing-floor the "run" of one passes into a series of short, parallel, canal-like ponds arranged grid-wise. A considerable quantity of fresh water is here run in, so that the tin-stone slugs in the diluted sludge and the light waste can be run off with the water.

Concentration-tests on the ore of one mine show that 5 per cent. passes an 80 mesh, and that the heavier of the ore was the richest, so that a fair concentration is no doubt obtained. The method of treatment of the concentrate from the operation is similar to that in use of the ore obtained from the underground and the richer surface ore. It is first spread upon a hard clay floor and washed with a wooden fork-like instrument. It is then washed in a rectangular, brick-lined puddle, in which it is reduced to a thin pulp with water and agitated with wooden rakes. The pebbles from a diameter of half an inch are raked up in the back of the puddle, and after the operation the suspended matter is allowed to run off into settling-pond, whence the water can be pumped up again.

The concentrate remaining in the bottom of the puddle is usually divided into coarse and fine by screening or by washing again, while the rest is carried off by the water and deposited in a settling hole. The coarse is kept for crushing at Kottou. The fines are washed by hand in wood-lined puddles.

These puddles all have the shape shown in the drawings, but differ much in size and also in the inclination of their faces. In this latter operation the ore is drawn a little at a time down the inclined face of the puddle, and a small jet of water is thrown over it by the dresser. A hard bed of concentrate is raised at the top, is formed; this may be compared to a section from a Cornish circular puddle, and the light waste flows over this. Similarly the lowest part of the puddle is made to contain standing water, whose level is raised during the formation of the bed of the concentrate.

This treatment is repeated until the dresser has made the highest concentration possible, and the ore is then deposited in the last stages are carried out in circular iron pans about 4 ft. broad and 1 ft. deep at the centre. The mineral is thoroughly stirred and then allowed to settle while the side of the pan is being tapped. Some idea of the complicated nature of the concentrating operations may be gained by the fact that in many cases the ore passes through 70 hands before being bagged, while only four or five men at most are required to work a puddle. The coarse concentrates are crushed at Kottou in roll-mills, worked by buffaloes, and re-concentrated.

Smelting.—The concentrates are smelted at Kottou in charcoal furnaces, of which drawings are given on p. 7. There are 29 of these at Kottou. The output of each is 12-15 slabs of 110 catties per day. The furnaces are, however, only in full working during November, December and January, as a rule. For seven or eight months in the year they are practically all idle. Some of the ores are used exclusively to smelt the ore obtained by the local surface workings. The majority can be hired for smelting outside ore.

The construction of these furnaces is very simple, and the bricks being obtainable on the spot, they are not very costly to build. Two hundred pounds is stated to be approximately the cost of building furnace house and furnace. The blast is supplied by a wooden air-pump with piston packed with feathers, the usual instrument for providing blast in old Chinese forges and furnaces. Each furnace is run by 10 men (5 per shift) and a foreman.

Six-hour shifts are customary. Three men work at the blower, one man sees that the metal runs well from the tap-hole. One man is engaged in feeding in the ore and charcoal. In addition to these, there are two men engaged in pouring the metal. The slugs from the furnace are crushed and washed to extract the metal. The remainder is re-smelted with ore until considered free from tin. It is then dumped as conveniently as possible anywhere in the town.

There is no attempt at refining the metal at Kottou. The chief impurities are iron, often present to the extent of 1 per cent., and lead, usually less than a quarter of 1 per cent., though the metal from some of the mines may contain over 50 per cent. of lead.

During the last season, the size of the slabs into which the metal is cast has been changed to 21 1/2 in. by 8 1/2 in. from slabs twice the length,

which were cut into two to form a horse-shape. Each slab, before leaving Kottou, has to receive official "stamps" or marks showing the slab has been weighed, and that the requisite taxes have been paid on it. When the slabs reach commerce, they usually also have been re-marked with the name of the furnace in which they were smelted, the merchant to whom they belong, and the transit agent through whose hands they have passed.

The miners pay no direct taxes to the Government. A small local tax is sometimes laid upon concentrates for the upkeep of the roads.

The bulk of the taxation is borne by the smelters, who have to pay taxes aggregating about 12.5 per cent. of metal value at present prices. The greater part of this tax is supposed to go to the maintenance of a standing army, by the former Viceroy of the Province, with the object of raising funds for the extension of the Yunnan Railway to the Yangtze. Each merchant is given a share certificate in exchange for the money he pays, but the value set upon certificates are at present unmarketable. In addition to the above taxes, the metal pays a Maritime Customs export duty of about 2s. 6d. per 133 1/2 lb. on exportation.

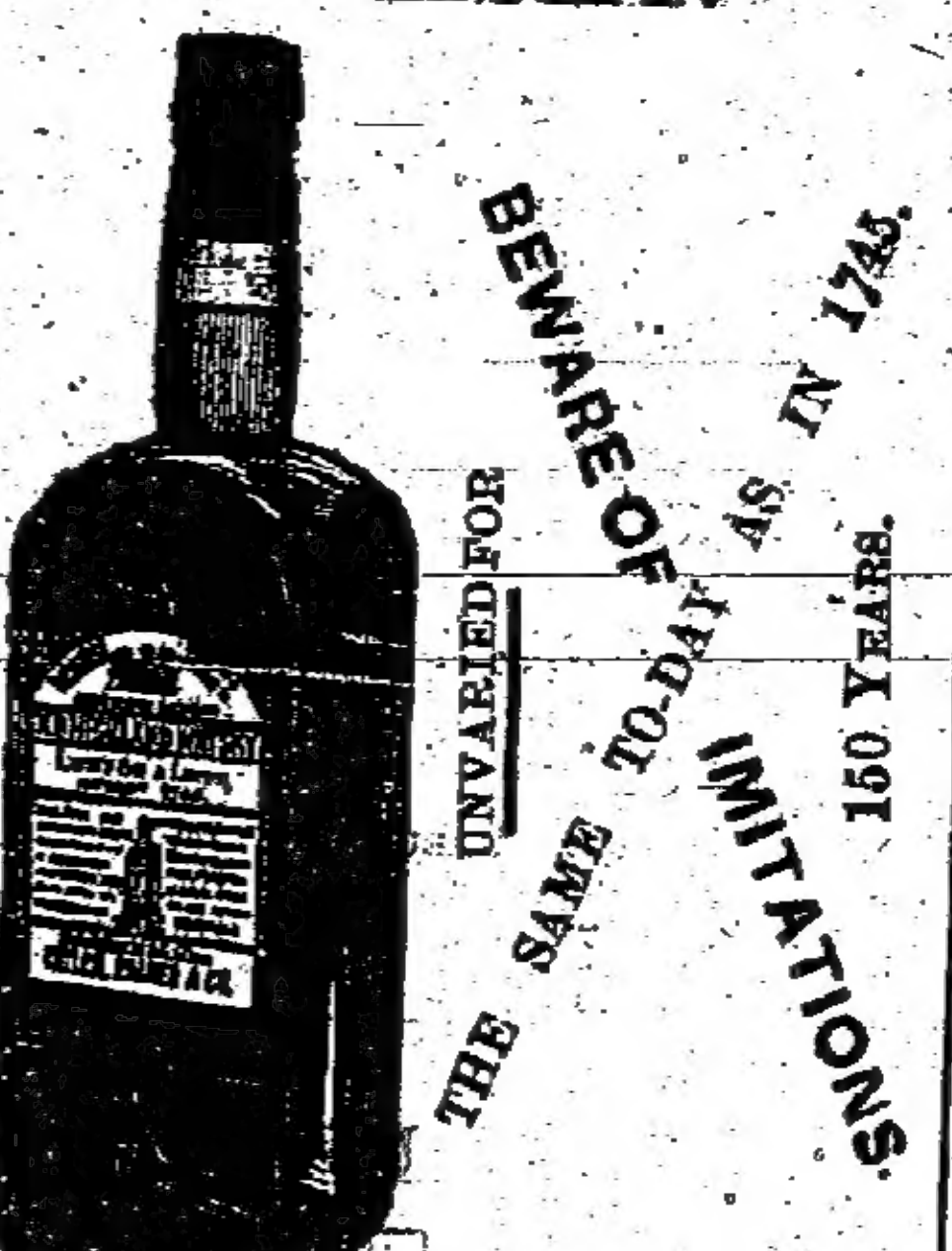
Practically all the tin is exported to Hongkong, where the greater part of it is refined by Chinese merchants for European consumption.

Statistical Points.—The output of metal during recent years has, roughly, kept pace with the increase in the world's production. Increased facilities of transport due to the building of the Haiphong-Yunnan Railway, which has now reached Mong-tse, and a cheapening in fuel, are likely to stimulate production. The cost of transport of the metal to the sea is but slightly reduced, though there is a great decrease in the risks borne by the merchants, who used to suffer considerable loss from robbery and the dangerous river transport previously necessary. The metal is still carried 30 miles on horseback to the railway.

The Chinese output of tin was, in 1903, considerably smaller than usual. The recent high prices have caused this to fall steadily till in 1906 that country consumed only a little over half the tonnage of this metal produced, the remainder being shipped to Europe.

The Imperial Maritime Customs returns of tin exported may now be taken to be accurate, for transit otherwise than through the Customs is now prohibited, and there is probably not much smuggling of the metal inland.

## NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



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## NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

S.S. "SIKH."

CONSIGNEES OF Cargo are hereby informed that all Goods to be landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 p.m.

No Fire Insurance has been effected. Bill of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 15th February, 1910. [236]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"NIPPON."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings Cargo from Smyrna or S.S. "Stryia," transhipped at Port Said.

Corfu ex S.S. "Stryia," transhipped at Port Said.

Venice or S.S. "Metocovich," transhipped at Trieste.

Port Said or S.S. "Koerber," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Underwriter before Noon on the 25th inst., or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 24th inst., at 10 a.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELEB & Co., Agents.

Hongkong, 18th February, 1910. [3]

EAST ASIATIC COMPANY, LTD., GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"YEDDO."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 24th inst., at 9.30 a.m.

All claims must reach us before the 28th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents. Hongkong, 17th February, 1910. [5]

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"SAXONIA."

Captain Bahle, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 22nd inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, 17th February, 1910. [303]

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

The Co.'s S.S. "FITZPATRICK."

FROM TACOMA, JAPAN AND SHANGHAI.

The above-mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after FRIDAY, the 25th inst., at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th inst.

No Fire Insurance whatever will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA, Hongkong, 18th February, 1910. [311]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "DACE CASTLE."

FROM NEW YORK.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 19th prox, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 19th February, 1910. [312]

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**ARRIVALS.**  
**CARNARVONSHIRE**, British str., 2710, W. Gregory, 21st Feb.—Shanghai 18th Feb. General—Jardine, Matheson & Co.  
**GREGORY APCAR**, British str., 2951, S. H. Belson, 21st Feb.—Singapore 16th Feb. General and Opium—David Sassoon & Co.  
**HANGKANG**, British str., 1338, S. Wilds, 21st Feb.—Shanghai 17th and Swatow 20th Feb. General—Jardine, Matheson & Co.  
**KRYWICK**, British str., 2955, A. G. E. Paddo, 20th Feb.—Yokohama and Shanghai 17th Feb. General—Butterfield & Swire.  
**LOCUST**, German str., 1020, W. Tamber, 19th Feb.—Bangkok and Amoy 12th February, Rice and Wood—Melchers & Co.  
**TJILWONG**, Dutch str., 3000, A. Pander, 21st Feb.—Mojj 16th Feb. Coal and General—Java-China-Japan Lin.  
**VICTORIA**, Swedish str., 988, Thor. Eckert, 20th Feb.—Haiphong and Hoihow 18th Feb. Rice and General—Waller & Co.  
**YUENSANG**, British str., 1128, P. H. Rolfe, 21st Feb.—Manila 18th Feb. Cigars and General—Jardine, Matheson & Co.  
**ZAFIRO**, British str., 2632, R. Rodger, 21st February—Manila 18th Feb. Hemp and General—Shewan, Tomes & Co.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
**Bombay Maru**, Japanese str., for Singapore.  
**Carnarvonshire**, British str., for Singapore.  
**Childar**, Norwegian str., for Bangkok.  
**Haiching**, British str., for Swatow.  
**Hanyang**, British str., for Canton.  
**Kintuck**, British str., for Singapore.  
**Kunwang**, British str., for Singapore.  
**Tjilwong**, Dutch str., for Batavia.

## DEPARTURES.

21st February.  
**ANHUI**, British str., for Canton.  
**DAORE CASTLE**, British str., for Shanghai.  
**HYON**, British str., for Singapore.  
**SHIKAWA MARU**, Japanese str., for Mojj.  
**TAICHUN**, Chinese str., for Canton.  
**TUKUING**, British str., for Canton.  
**WAISHING**, British str., for Shanghai.  
**YUENH**, Chinese str., for Shanghai.

## SHIPPING REPORTS.

The British str. *Hanyang* reports: Fresh N.E. monsoon and rough sea.  
 The British str. *Gregory Apcar* reports: From Singapore to 150 miles off Cap Reef, fine weather, light winds and smooth sea, hence to port, strong monsoon with high sea, and dark gloomy weather and very heavy horizon.

## VESSELS IN DOCK.

February 21st.  
**KOWLOON DOCK**—H.M.F.M.S. *Rainha*, *Amelia*, *Rio Luna*, *Chipsing*, *Pavia*, *Taihan*.  
**TAIKOO DOCK**—*Kiunging*, *Neichwang*, *St. Enoch*, *Shanghai*, *Union Water Boat No. 8* and *9*, *Chinkiang*, *Nanchang*, *Sui Cheong*, *Kueilin*, *Nippon Maru*, *Shanai*, *Tientsin*.

## VESSELS ON THE BERTH.

**"SHIRE" LINE OF STEAMERS, LIMITED.**  
 FOR LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship

**"CARNARVONSHIRE"**  
 Captain W. Gregory, will be despatched as above about 21st February.  
 For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.  
 Hongkong, 17th January, 1910. [185]



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

**STEAM FOR FIUME AND TRIESTE (DIRECT).**  
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.  
 (Taking Cargo at through rates to the Brazils, to PERSIAN GULF, Red Sea, BLACK SEA, VENICE, LEVANT AND ADRIATIC PORTS).  
 The Company's Steamship

## "VOORWAERTS."

Captain Bodnar, will be despatched as above on SATURDAY, the 26th Feb., P.M.  
 This steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.  
 For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.  
 Hongkong, 31st January, 1910. [3]

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALACCA COAST).  
 PROPOSED SAILINGS FROM HONGKONG.

## FOR NEW YORK.

**"PATHAN"** about 28th Feb.  
 For Freight and further information, apply to DODWELL & Co., Ltd., Agents.  
 Hongkong, 2nd February, 1910. [251]

## "SHIRE" LINE OF STEAMERS, LTD.

For LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship

**"CARMARTHENSIRE"**  
 Capt. R. L. Daniels, R.N.R., will be despatched as above about the 1st March.  
 For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.  
 Hongkong, 1st February, 1910. [245]

## THE AMERICAN AND ORIENTAL LINE

For BOSTON AND NEW YORK (With Liberty to Call at the Malabar Coast).

## THE Steamship

**"WELSH PRINCE"**  
 will be despatched for the above Ports on TUESDAY, the 8th March, 1910.  
 For Freight or Passage, apply to ARNOLD, KARBURG & Co., General Agents.  
 Hongkong, 1st February, 1910. [246]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.					
1. From Green Island to the Harbour Master's.		2. From Harbour Master's to Blake Pier.		3. From Blake Pier to Naval Yard.	
4. From Naval Yard to East Point.					
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	RENTH.	CAPTAIN.	FOR FREIGHT APPLY TO.
LONDON, ROTTERDAM & ANTWERP...	CARNARVONSHIRE	Brit. str.	—	W. Gregory	JARDINE, MATHESON & Co., Ltd.
LONDON & ANTWERP via Singapore, &c.	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.
LONDON, ROTTERDAM & ANTWERP	CARMARTHENSIRE	Brit. str.	—	R. L. Daniels, R.N.R.	JARDINE, MATHESON & Co., Ltd.
LONDON, &c. via USUAL PORTS OF CALL	DELTA	Brit. str.	—	R. W. H. Snow	P. & O. S. N. Co.
COPENHAGEN & BALTIC PORTS	INDIA	Swed. str.	—	—	MELCHERS & Co.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SAMRIA	Ger. str.	—	—	HAMBURG-AMERICA LINE
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	—	—	HAMBURG-AMERICA LINE
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	—	—	HAMBURG-AMERICA LINE
MARSEILLES &c. via PORTS OF CALL	SERENA	Ger. str.	—	—	MESSAGERIES MARITIMES
MARSEILLES & HAMBURG VIA STRAITS, &c.	ARMAND BEHIC	Ger. str.	—	—	HAMBURG-AMERICA LINE
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SLAVONIA	Ger. str.	—	—	MELCHERS & Co.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KARA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HYTACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	YOKO	Jap. str.	—	—	NIPPON YUSEN KAISHA
THIESTE, &c. via SINGAPORE, &c.	VOORWAERTS	Aus. str.	—	—	SANDER, WIELER & Co.
NEW YORK	PATMAN	Brit. str.	—	—	DODWELL & Co., Ltd.
BOSTON & NEW YORK	WELSH PRINCE	Am. str.	—	—	ARNOLD, KARBURG & Co.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	—	CANADIAN PACIFIC R. Co.
VANCOUVER, B.C. TACOMA & SEATTLE via JAPAN	KUMERIC	Brit. str.	—	—	DODWELL & Co., Ltd.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	—	CANADIAN PACIFIC R. Co.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	AWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA
TACOMA via JAPAN	CHAGAO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA
CALLAO IQUIQUE, &c. via JAPAN PORTS, &c.	KITO MARU	Jap. str.	—	—	TOYO KISEN KAISHA
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	—	MELCHERS & Co.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA
YOKOHAMA & KOBE	PRINZ SIGISMUND	Ger. str.	—	—	MELCHERS & Co.
NAGASAKI, MOJI & KOBE	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA
NAGASAKI, MOJI, KURE, KOBE & YOKOHAMA	HAHATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA
JAPAN	ISHIMARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LLOYD
SHANGHAI & CHEFOO	CHONGSHING	Brit. str.	—	—	BUTTERFIELD & SWIRE
TIENSIN	HUICROW	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.
SHANGHAI YOKOHAMA & KOBE	CATHAY	Dan. str.	—	—	MELCHERS & Co.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINCESS ALICE	Ger. str.	—	—	BUTTERFIELD & SWIRE
SHANGHAI	ANHUI	Brit. str.	—	—	NIPPON YUSEN KAISHA
SHANGHAI MOJI & KOBE	TAKASAKI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.
SHANGHAI	HANGSANG	Brit. str.	—	—	HAMBURG-AMERICA LINE
SHANGHAI KOBE & YOKOHAMA	SPEZIA	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.
SHANGHAI KOBE & MOJI	GREGORY APCAR	Brit. str.	—	—	P. & O. S. N. Co.
SHANGHAI MOJI, KOBE & YOKOHAMA	MANILA	Jap. str.	—	—	OSAKA SHOSHEN KAISHA
SHANGHAI via SWATOW, AMOY & FOCHOW	CHOSHUN MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE
SHANGHAI	CHENHUA	Brit. str.	—	—	MESSAGERIES MARITIMES
SHANGHAI KOBE & YOKOHAMA	TONGKIN	Brit. str.	—	—	P. & O. S. N. Co.
SHANGHAI	MACDONIA	Brit. str.	—	—	HAMBURG-AMERICA LINE
SHANGHAI KOBE & YOKOHAMA	C. FRED. LAMIER	Ger. str.	—	—	BUTTERFIELD & SWIRE
SHANGHAI	LINAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.
SHANGHAI KOBE & MOJI	KUTSANG	Brit. str.	—	—	MELCHERS & Co.
SHANGHAI	TJIKING	Dut. str.	—	—	JAVA-CHINA-JAPAN LLOYD
ANPING via SWATOW & AMOY	SOHUN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA
TAMUI via SWATOW & AMOY	DAIGI MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE
AMOY, SHANGHAI, WEIHAIWEI & CHEFOO	KUENTEN	Brit. str.	—	—	DOUGLAS LAFRAIR & Co.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	—	—	DOUGLAS LAFRAIR & Co.
SWATOW	HAICHING	Brit. str.	—	—	BUTTERFIELD & SWIRE
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	—	—	BUTTERFIELD & SWIRE
SAIGON	SHAOHONG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.
MANILA	TAMING	Brit. str.	—	—	SHAW, TAYLOR & Co.
MANILA	YUENSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE
MANILA	ZAFIRO	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.
MANILA	TEAN	Brit. str.	—	—	SHAW, TAYLOR & Co.
MANILA	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.
MANILA	RUBI	Brit. str.	—	—	BUTTERFIELD & SWIRE
CEBU & ILOILO	KANGHO	Ger. str.	—	—	MELCHERS & Co.
KUDAT & SANDAKAN	BOHAY MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA
BOMBAY via SINGAPORE & COLOMBO	KUMANS	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.
SINGAPORE, PENANG & CALCUTTA	TJILWONG	Dut. str.	—	—	JAVA-CHINA-JAPAN LLOYD
BATAVIA, CHEBIBON, SAMARANG, &c.					

## NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STRAMERS	TO SAIL
NAPLES, GENOA, ALGIERES,	"TORCK"	Wed. day, 23rd Feb., at Noon.
GIBRALTAR, SOUTHAMPTON,	Capt. J. RANDEMAN	
ANTWERP & HAMBURG	"PRINCESS ALICE"	About Thursday, 24th February.
SHANGHAI, NAGASAKI, KOBE	Capt. P. GROSCH	
AND YOKOHAMA	"PRINZ WALDEMAR"	Friday, 25th Feb., at D'light
MANILA, CAP. NEW GUINEA,	Capt. F. IESCKE	
SAMARAI, REISBANE, SYDNEY	"BORNEO"	End of February.
and MELBOURNE.	Capt. F. SEMILL	
KUDAT & SANDAKAN	"PRINZ SIGISMUND"	About Saturday, 5th March.
YOKOHAMA & KOBE	Capt. D. LENE	

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS &amp; Co., GENERAL AGENTS HONGKONG &amp; CHINA.

Hongkong, 15th February, 1910.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VANCOUVER, B.C. TACOMA &amp; SEATTLE

via MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	J. Mathie	On 10th March, 1910
SYMERIC	4,353	J. Boyd	On 7th April, "
SUVERIO	6,232	S. Shotton	On 5th May, "
OCEANO	4,657	F. W. Davies	On 2nd June, "

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL &amp; Co., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 18th January, 1910.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 PORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STRAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TONKIN"	Capt. Charbonnel On 28th Feb., P.M.
MARSEILLES via PORTS	"ARMAND BEHIC"	Capt. Guionnet On 1st March, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESE"	Capt. Broc On 14th Mar., P.M.
MARSEILLES, via PORTS	"BENEST SIMONS"	Capt. Girard On 15th Mar., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.

Hongkong, 16th February, 1910.

## CANADIAN PACIFIC RAILWAY CO'S

## ROYAL MAIL STEAMSHIP LINE.

## "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF INDIA" Sat., 26th Feb.	"EMPERESS OF IRELAND" Fri., 25th Mar.
"EMPERESS OF JAPAN" Sat., 26th Mar.	"EMPERESS OF IRELAND" Fri., 22nd April
	From Quebec.
"EMPERESS OF CHINA" Sat., 23rd April	"EMPERESS OF IRELAND" Fri., 20th May
"EMPERESS OF INDIA" Sat., 14th May	"ALLAN LINE" Friday, 10th June
"EMPERESS OF JAPAN" Sat., 4th June	"EMPERESS OF BRITAIN" Fri., 1st July

Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express and at St. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the latest wireless apparatus.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

## VESSELS ON THE BERTH

FOR SHANGHAI, KOBE AND MOJI

## THE Steamship

**"GREGORY APCAR"**  
 Captain S. H. Belson, will be despatched for the above Ports on FRIDAY, the 25th inst., at Noon.  
 The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.  
 Return tickets are available by the Indo-China Steam Navigation Co's Steamers.  
 Fare for round trip, £120.  
 For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.  
 Hongkong, 18th February, 1910. [302]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

**"DELTA"**  
 Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 5th March, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MAJESTY," 10,983 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "INDIA," due in London on the 15th April, 1910.  
 Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to B. A. HEWETT, Superintendent.  
 Hongkong, 21st February, 1910. [1]

## THE "SHIRE" LINE OF STEAMERS, LIMITED.

## PASSENGER SERVICE TO LONDON AND ANTWERP.

## THE STEAMER

**"CARMARTHENSIRE"**  
 Offering Superior Accommodation for First Class Passengers, will be despatched from HONGKONG as above about BEGINNING OF MARCH.

## FARE TO LONDON ... £35.

A Stewardess and fully qualified Doctor are carried.

For further particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

Hongkong, 14th December, 1909. [102]

**GRIMAULT'S SYRUP**  
 OF  
**HYPOPHOSPHITE OF LIME**  
 FOR  
**STUBBORN COUGHS**  
 BRONCHITIS  
 WEAK LUNGS  
 CATARRH  
**CONSUMPTION**

Cutler, Palmer &amp; Co's

**SPECIAL BLEND WHISKY**  
  
 SHIPPERS  
 Cutler, Palmer & Co., London.  
 AGENTS  
**SIEMSEN & CO.,**  
 HONGKONG.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, ANG, COLOMBO, PORT SAID AND MARSEILLES	NYANZA Capt. H. S. Bradshaw	10 A.M., 23rd Feb.	Freight and Passage.
SHANGHAI MOJI KOBE AND YOKOHAMA	MANILA Capt. W. R. S. Mearns, R.N.R.	About 25th Feb.	Freight only.
SHANGHAI	MACEDONIA Capt. J. D. Andrews, R.N.R.	About 4th March	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA Capt. B. W. H. Snow	Noon, 5th March.	See Special Advertisement.

For further Particulars, apply to

Hongkong, 22nd February, 1910.

E. A. HEWETT,  
Superintendent.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 22nd Feb., 3 P.M.
SAIGON	"KAIFONG"	On 22nd Feb., 4 P.M.
TSINGTAU AND CHEFOO	"SHAOHSING"	On 22nd Feb., 4 P.M.
AMOI, SHANGHAI, WEIHAI, WEI AND CHEFOO	"KWEIYANG"	On 22nd Feb., 4 P.M.
TIENSIN	"SHUNTEN"	On 22nd Feb., 4 P.M.
SHANGHAI	"HUICHOW"	On 23rd Feb., 4 P.M.
SHANGHAI	"ANHUI"	On 24th Feb., 4 P.M.
MANILA	"CHINHUA"	On 27th Feb., 5 P.M.
SHANGHAI	"PEAN"	On 1st Mar., 3 P.M.
SHANGHAI	"LINAN"	On 6th Mar., 5 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 14th March, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANULI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SREW STEAMERS &amp; TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL, 5th to 14th FEBRUARY. S.S. "TEAN" will sail hence for Manila on 1st February and S.S. "TAMING" will sail from Manila on 15th idem for Hongkong. Special Reduced return fare of \$50.

FAST SCHEDULE TWIN SREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$90 RETURN. TELEPHONE 36.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE, AGENTS. 10

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 22nd Feb., Noon.
TIENSIN	"CHEONGSHING"	Tuesday, 22nd Feb., 4 P.M.
SHANGHAI	"HANGSANG"	Thursday, 24th Feb., Noon.
MANILA	"YUENSANG"	Friday, 25th Feb., 4 P.M.
MANILA	"LOONGSANG"	Friday, 4th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 8th Mar., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMANG" and "FOOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choochoo, Tientsin &amp; Newchwang.

Telephone No. 215, Sui. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., LTD., GENERAL MANAGERS. 14

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, DANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN and BALTIC PORTS	"INDIEN"	End of February.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	Middle of March.
COPENHAGEN and BALTIC PORTS	"YEDDO"	End of March.

For Further Particulars apply to MELCHERS &amp; CO., AGENTS. 6

## DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST—HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS COOKING.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOY and FOOCOW.	TUESDAY, 22nd Feb., at 10 A.M.
"HATMUN"	SWATOW	WEDNESDAY, 23rd Feb., at 10 A.M.
"HATTAN"	SWATOW, AMOY and FOOCOW.	FRIDAY, 25th Feb., at 10 A.M.

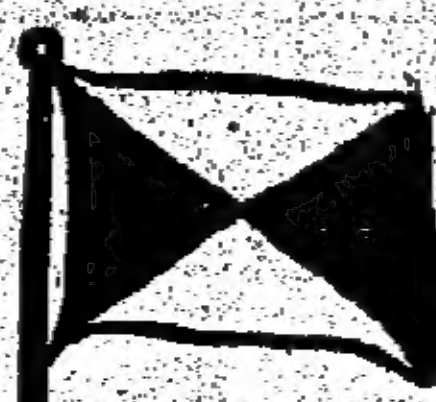
FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

Swatow for Passengers only.

For Freight and Passage apply to— DOUGLAS, LAPRAIK &amp; Co., GENERAL MANAGERS. 18

Hongkong, 22nd February, 1910.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 25th Feb., Noon
RUBI	2540	A. Fraser	Manila	On 5th Mar., Noon

For Freight or Passage apply to SHEWAN, TOMES &amp; Co., General Managers. 12

## HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.  
Regular Sailings from JAPAN, CHINA, and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through-Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. SPEZIA ... 25th Febr.	S.S. SEGOVIA ... 10th March.
S.S. C. FRED. LARSEN ... 4th March	FOR ROTTERDAM & HAMBURG:
S.S. LIBERIA ... 12th March	S.S. SAMBA ... 15th March.
S.S. ALESIA ... 25th March	FOR MARSEILLES & HAMBURG:
S.S. ANDALUSIA ... 8th April	S.S. SLAVONIA ... 15th March.
S.S. SILESIA ... 21st April	FOR HAVRE & HAMBURG:
	S.S. SAXONIA ... 27th March.
	FOR HAVRE & HAMBURG:
	S.S. SPEZIA ... 3rd April.

Further Particulars, apply to— HAMBURG-AMERIKA LINIE, Hongkong Office. 11

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

STEAMSHIP	TONS	SAILING DATE
S.S. KIYO MARU	17,200 tons gross	Sail Feb. 26th, at Noon.
S.S. BUYO MARU	10,500	April 27th, at Noon.
S.S. HONGKONG MARU	11,000	June 25th, at Noon.
S.S. KIYO MARU	17,200	Aug. 23rd, at Noon.
S.S. BUYO MARU	10,500	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000	Dec. 21st, at Noon.

For particulars apply to N. YAMADA, Acting Manager. TOYO KISEN KAISHA, King's Building. 1462

Hongkong, 31st January, 1910.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP	KAGA-MARU	7,000	WEDNESDAY, 2nd Mar., at Daylight.
PORT, PENANG, COLOMBO and SAID	ATSUTA MARU	9,000	WEDNESDAY, 16th Mar., at Daylight.
	HITACHI MARU	7,000	WEDNESDAY, 30th Mar., at Daylight.
VICTORIA B.C. & SEATTLE	TAMBA MARU	6,500	WEDNESDAY, 16th Mar., from YOKOHAMA.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU	7,000	TUESDAY, 29th Mar., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	7,000	FRIDAY, 18th March, at Noon.
	YAWATA MARU	5,000	FRIDAY, 15th April, at Noon.
BOMBAY via SINGAPORE and COLOMBO	BOMBAY MARU	5,000	TUESDAY, 22nd February.
NAGASAKI, MOJI, KURE, KOBE and YOKOHAMA	HAkata MARU	6,500	THURSDAY, 24th Feb., at Noon.
SHANGHAI, MOJI and KOBE	TAKASAKI MARU	5,000	THURSDAY, 24th February.
NAGASAKI, MOJI and KOBE	YAWATA MARU	5,000	WEDNESDAY, 16th Mar., at Noon.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 19th February, 1910.

T. KUSUMOTO, MANAGER. 13

## THOS. COOK & SON,

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, &amp;c.

CHINA OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East—16, DES VOGES ROAD, HONGKONG.

Japan Office—14, WATER STREET, YOKOHAMA.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

## PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brig "si 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons
DELTA	8000	March 5	MALWA	11000
MACEDONIA	10500	March 19	(Through Steamer calling at Bombay)	April 2
DEVANHA	8000	April 2	MONGOLIA	10500
ASSAYE	8000	April 16	MAIMORA	10500
DELTA	7500	April 30	MOBEA	11000
DELHI	8000	May 14	MOOLTAN	10000
		May 28		
		June 12		

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax): 1st SALOON £71.10 SINGLE, £105.14 RETURN. 2nd " £48.8 " £72.12 " £105.14 RETURN.

In addition to the above Mail Steamers the following INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SUMATRA	February about 9	March about 25
NYANZA	February 23	April 9
SUNDA	March 23	April 7
NILE	April 20	June 4
SARDINIA	May 4	June 18
NOE	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax): 1st SALOON £55.0 SINGLE, £82.10 RETURN. 2nd " £38.10 " £57.4 " £82.10 RETURN.

Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to— E. A. HEWETT, SUPERINTENDENT. 1075

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Gotoh	6,182	WEDNESDAY, 23rd Feb., at Noon.
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 23rd March, at Noon.
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"FITZPATRICK" Capt. K. E. Hutchinson	4,416	FRIDAY, 4th March, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY & FOOCOW	"CHOSHUN MARU" Capt. T. SUGIURA	SUNDAY, 27th Feb., at Daylight.
TAMSUI via SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	TUESDAY, 1st Mar., at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. K. SUGI	WEDNESDAY, 2nd Mar., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUSUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER. 877

## HONGKONG TIDE TABLE.

From February 22nd to 28th, 1910.

HIGH WATER.				LOW WATER.			
Day	Hour	Height	Time	Day	Hour	Height	Time

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SATO, SHINNEW and KAMITAMADA, Collectors.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KATATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENCIES—YOKOHAMA: M. ARADA, Esq. CHINKIANG: Messrs. GRADING &amp; Co. MANILA: Messrs. MACDONALD &amp; Co.

For Particulars apply to MITSU BISHI GOSHI KWAISHA, Manager, No. 2, Pedlar, Street, Hongkong. Hongkong, 9th January, 1909. 166

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 21st.

	Previous Day at 4 p.m.	On Date at 4 p.m.	On Date at 4 p.m.
Barometer	30.09	30.14	30.09
Temperature	61	68	66
Humidity	81	80	80
Wind Direction	E	E	E
Force	3	4	1
Waves	0	0	0
Sea	0	0	0

Highest open air Temperature on 20th ... 63.

Lowest open air Temperature on 24th ... 68.



